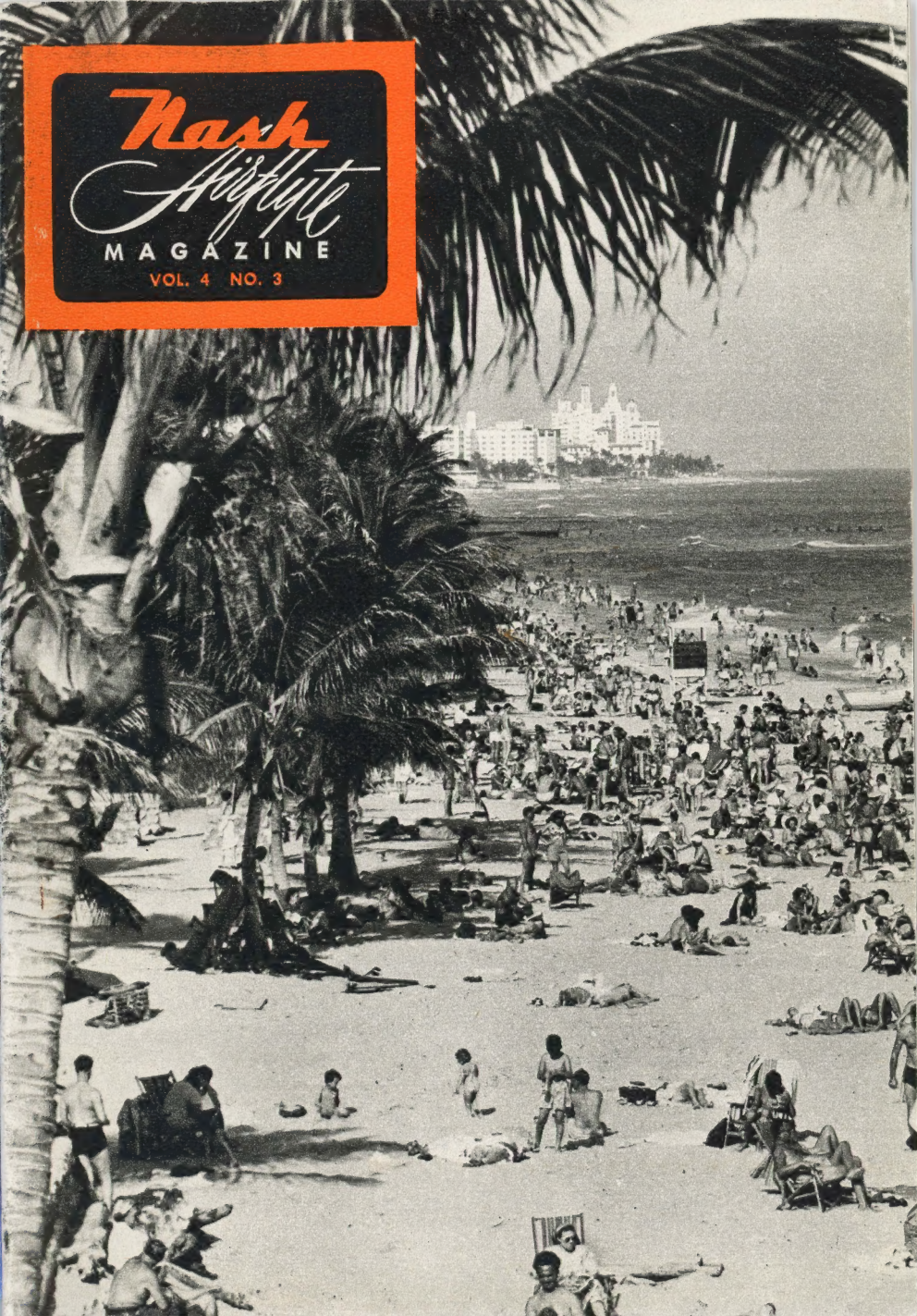


Nash *Highlyte*

MAGAZINE

VOL. 4 NO. 3



1953



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NO. 3

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Thousands of sun worshippers are now enjoying golden sunlit hours at America's winter playgrounds such as Miami Beach, Fla. (see cover), and Sun Valley, Idaho (seen here), where there's fun, sport and rest for all in fabulous surroundings.



TV SPORTSCASTING HAS ITS HEADACHES



by **BILL STERN**
NBC Sports Editor

So you sit there by the microphone and you look into the camera and you chat friendly-like with a vast viewing audience who hang onto your every word. You have, your friends say, the world's softest job.

Well, your friends can go jump into the nearest swimming pool usually reserved for Olympic trials.

TV sportscasting is not the cinch chore most folks consider it to be.

On radio, you could make a minor fluff and get by with it. Ah, but on TV, all is different. Tell the viewer of a boxing bout that so-and-so smashed a left hook to the jaw, and he'll correct you.

"That wasn't a hook," corrects

Mr. TVviewer, "that was a jab." Chances are he's right. Sometimes your homeviewer of the bout differs with what we see at the ring-side. Haven't you seen the ball game where the outfielder runs back to the fence to make a leaping one-handed catch of a long fly ball? Your announcer is befuddled. He isn't watching the TV picture; he's looking at the action on the field. And centerfield is a long way off. While the TV spectator sees the outfielder glove the ball, the announcer is making with words like—did he catch it, or didn't he catch it?

And this is how your video announcer gets a surplus of headaches.

"Ah," says his audience, "that guy doesn't know what he's talking about."

The boxing bout presents a particular problem. The less the announcer says, the better. Suppose the announcer has a lot of interesting data on one of the contestants. He gives this as public information, so immediately he's accused of being biased. He talks too much about one boy, and says nothing about the other. So he's rooting. Of course, the fact that the other pugilist has done nothing to make news has nothing at all to do with the matter.

Fan clubs keep after the sports

(continued on page 6)

The boxing bout presents TV Sportscasters a particular problem.





(continued from page 5)

announcer. Somehow, with the arrival of television, fan clubbers have become more rabid! Woe be to the announcer who utters anything but complimentary words about any athlete. Here is an announcer who'll be hearing shortly from the fan clubs—and he'll be hearing plenty.

Just the same, don't get me wrong.

I've been recording outstanding sports events for longer than I care to count. I admit TV is tougher. But, the odd thing about video is the fact that it's more difficult, although the announcer is not required to talk as much. In truth, his job is harder because it's easier!

And, I'll swear to that!



Wherever and whenever top sports events are held—from San Francisco to New Orleans—you'll find Bill Stern on the job giving accurate and colorful descriptions for the huge audience of NBC radio and television networks. An enthusiastic owner of a Nash Rambler Convertible Sedan, Bill declares, "It's an all-star performer in any field."



by PORTER V. TAYLOR

Sanibel Island is only a short ferry ride from the Florida West Coast; but once there, you can easily imagine yourself on any remote South Pacific dreamland of your choice.

One paved road runs the 14 miles from one end of the island to the other. Almost every remaining foot is covered with coconut palms and other tropical vegetation right up to the edge of the shell-strewn beaches.

No commercial life reminds one of the hustle and bustle of the outside world. The principal industry of the few inhabitants is the collection of shells for novelty manufacturing companies. In addition to the typical country store, there is a church, a post office, the lighthouse and the Casa Ybel Hotel.

This hotel is a meeting place for

shell collectors from all over the world. Each year a Shell Fair is held and experts scour the beaches for rare specimens of nature's handiwork. The lengthwise location in the Gulf of Mexico makes one of the best shell-gathering spots in the world as each tide brings in hundreds of different kinds of shell life.

Although a Bird Sanctuary and Wild Life Refuge, there is enough fishing and shell hunting to keep the most active visitor busy. First-time visitors rarely escape a mild case of "Sanibel Shell Shock" because it is difficult to comprehend such an enormous assembly of shells in a natural setting.

Regular ferry service is provided for passengers and automobiles from Punta Rassa, Fla., which is reached by State Road 867 from U.S. 41 to Fort Myers, Fla.



Lincoln's

NEW SALEM

*Pioneer Days of 1830s Recaptured
In Reconstructed Illinois Village*



Rutledge Tavern (reconstructed) was where Lincoln boarded. He slept in the loft.

by ERMA ESPY

More than a half-million tourists a year visit the New Salem Illinois State Park where it is easier to step back into the early nineteenth century than it is to find a parking place in the business district of your own town.

Re-created as a memorial to Abraham Lincoln, who lived in New Salem from 1831 to 1837 the reconstructed village not only pays tribute to him but constitutes a faith-

ful portrait of Illinois pioneer life.

The log cabin homes are fully furnished—circa the 1830s. Candle molds, cooking utensils, churns, rag rugs, hand-woven cloth, spinning wheels, dishes, furniture, books and other familiar objects of the day are here. To look at the neatly laid tables in some of the homes is almost to smell "cornbread, hog and hominy"—the sturdy fare that made up the menu of the year.

Stores and shops are stocked. If a cooper should show up to make barrels he would find everything he needed on hand. The original kettle waits at the hatmaker's. Ready for use in the cobbler's shop are awls, lasts and rasps, while forges and bellows stand at the blacksmith's.

There are bolts of calico, household furnishings, brooms, shovels, implements, jars and jugs, clocks, dishes, firearms and many other things on the shelves and counters of the stores. One of these is the famous Lincoln-Berry store with its large front room where business was conducted and where Lincoln and his friends often gathered about the hearth to discuss local politics and swap stories. The "lean-to" at the rear served as a storeroom and was for a time Lincoln's bedroom.

The saw and gristmill, which Lincoln once managed, has also been rebuilt. So have the offices of the two doctors who tended the sick in the New Salem territory. In their reconstructed offices lie mortars and pestles, surgeon's instruments, medicine chests and old medical texts; and in their dooryards, herb gardens grow again.

Also reconstructed are the Rutledge Tavern, the post office (where tourists daily deposit quantities of postcards and picture folders for mailing), a church and a school.



The saw and grist mill . . . which Lincoln once managed . . . has also been rebuilt.

Evidences of the modern are kept under cover. There are no telephone poles or electric wires. There are no sidewalks or paved streets. There are no cars, as motorists are required to leave them at the lodge, near the entrance to the village. There is instead, appropriately, a fine old Conestoga wagon made in 1821 by wagon maker Manuel Custer. The wagon, now drawn about the grounds by two sleek oxen, was used a number of times by the Custer family in crossing the continent.

In its gardens, too, the village accurately relives its early life. No broccoli, cauliflower, egg plant, celery or any other of the newer varieties are to be found in the well-tended plots, but there are plenty of solid, matter-of-fact foodstuffs. In June, peas are bearing, beans are blossoming, potatoes are spreading their dark green leaves, corn is tasseling, cabbages are getting fat and heavy and tobacco is grow-

(continued on page 10)



Sleek oxen pull 1821 Conestoga wagon about grounds of New Salem.

(continued from page 9)

ing tall. As the season advances, these and other garden crops mature and are harvested.

Hollyhocks flare in the gardens with four o'clocks, zinnias, columbine and phlox for company. Wild roses scramble over fences and gourd vines cling to ash hoppers, woodsheds and porches, doing much to give the village its settled and well-established look.

It is a strange coincidence that the six years Abraham Lincoln spent in New Salem constituted almost its entire life. When he arrived, a man of 22, the settlement, too, was young, consisting of only 10 or a dozen buildings. Two years after he left to practice law in Springfield, the county seat was moved to Petersburg, and in a few more years the village was abandoned and weed choked.

Begun in 1931, the restoration now includes 26 buildings. If the sturdy log cabins lack the glitter of Washington's Mount Vernon or Jefferson's Monticello, their rugged

simplicity is nevertheless appealing—as appealing as the honesty and sincerity of the man they honor.

In addition to the log cabins there is an attractive 3,400-seat outdoor theater called the Kelso Hollow Theater. Nightly, from June until late August, visitors flock here to see "Forever This Land," Kermit Hunter's stirring pageant-drama of New Salem life during Lincoln's time.

One of the chief charms of the village is its quality of being lived in. It's as if the people had just stepped out—perhaps to pitch horse-shoes, see a wrestling match, take part in a foot race or go down to the river to watch Abe Lincoln pilot the *Talisman* up the Sangamon.

New Salem is about 17 miles northwest of Springfield on highways 97 and 123. A restaurant called "The Wagon Wheel" is open seasonally and serves excellent modern food in an authentic early American setting. Year-round guide service through the village is provided.

Jack Kelso Cabin. Through Kelso, Lincoln became acquainted with the classics.





MAXIM'S of Miami Beach

Since it was built in 1946, Maxim's of Miami Beach has been a favorite with the Florida visitor who appreciates the different, the exotic and the rare in culinary art.

Located at 9516 Harding Avenue, Surfside, the distinctive restaurant is noted for its excellent French cuisine rich in gourmet selections.

Even the most demanding diner will be impressed with the wide choice of dishes including such delectables as Oysters Bourguigonne, Filet of Red Snapper Bonne Femme, Poularde au Champagne, Coq au Vin Rouge, Duckling Bigarade, Rack of Lamb Persille, Crepes Suzette and Souffle au Grand Marnier.

In addition to these unusual dishes, there is a lengthy list of dinner plates and varied a la carte group-

ings to suit every taste.

A delightful French 17th century atmosphere permeates the restaurant. And the decorations and wall murals reflect a restrained elegance. Diners praise service as being impeccable.

Maxim's chef has released the recipe below for *Nash Airflyte Magazine* readers.

Stuffing for Roast Chicken

Mix thoroughly together: 1 cup cooked rice, $\frac{3}{4}$ cup raisins, $\frac{1}{2}$ cup blanched and pounded almonds, $\frac{1}{2}$ cup finely chopped onions, $\frac{1}{2}$ cup chopped parsley and the chicken liver, 3 oz. butter, 2 eggs, pinch of Basil, pinch of Origanon, salt and pepper.



Huntsville, Ala., Police "Arrest"
Tourists to Invite Them to City's

"Highway Holiday"

Rolling in their car down U.S. Highway 241 through Alabama, without a care in the world, a Michigan family was happy as could be as they headed for their winter home in Anna Maria, Fla.

But things began to happen in Huntsville, Ala., to dampen the high spirits of Mr. and Mrs. B. J. Weersing and their teen-age daughter, Joyce Darleen, of Muskegon, Mich.

Huntsville police arrested the Weersings, and held them 24 hours!

Mr. Weersing knew he wasn't speeding when he heard a motorcycle cop's siren sound its ominous warning to "pull over to the curb." Puzzled, he stopped his car and was immediately confronted by two burly Huntsville city patrolmen.

The women looked on nervously as the police examined Mr. Weersing's driver's license. A crowd of people was gathering, and tension was mounting in the Michigan family's car.

It was at this highly tense moment that Mayor A. W. McAllister stepped forward to explain that their "arrest" was just a Southern hospitality publicity stunt of the Huntsville Real Estate Board and that they were to be the guests of the city for 24 hours.

"We knew that something wonderful was going to happen to us today," chorused Mrs. Weersing and her daughter as they stepped from the car. Both women that morning had put on their slips wrong side out for good luck!

"If we had only known," Mrs. Weersing said, "we would have put on our Sunday clothes."

And that's how the "folks from up north" learned about "Highway Holiday," Huntsville's unique publicity gag and good will gesture toward tourists.

Escorted to the Russel Erskine Hotel where a suite "on the house" awaited their pleasure, the Weersings were kept happily busy for the following 24 hours as they received one courtesy after another, including gifts and services from some 50 Huntsville merchants and tours of the city provided by the aggressive

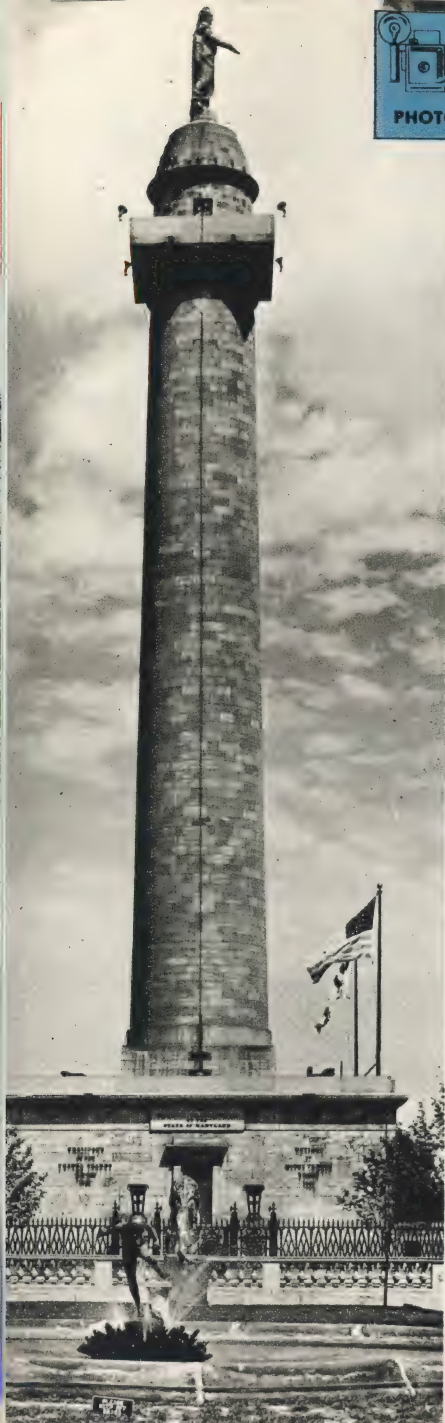
Huntsville Chamber of Commerce.

Some lucky tourist is stopped in this manner once each month in Huntsville. The plan, started last spring, was conceived by Mr. Jere Evans, president of the Huntsville Real Estate Board.

Since then, "Highway Holiday" has gained nationwide recognition. And those out-of-state drivers lucky enough to be "arrested" have reaped a windfall in gifts and services, valued in the hundreds of dollars, from Huntsville business houses.

The Weersings never dreamed what they were in for when the cops stopped them.





George Washington

That the citizens of the United States should honor General George Washington, their first President, in marble and bronze was a natural result of their love and respect for the great hero of the Revolution. The first sizable monument (1) ever erected to his memory was financed by means of a lottery in the city of Baltimore and completed in 1829. Two years earlier, the citizens of Boonesboro, Md., built the first small Washington monument and located it on nearby South Mountain.





—IN MARBLE and BRONZE

The present structure (2) built in 1936, is the third on the site. Equestrian statues of Washington have been popular, and two outstanding ones are located in Boston's Public Park (3) and Washington Park (4) in Chicago. The only statue of Washington (5) formed from life measurements is the Houdon statue, housed in Virginia's State Capitol, Richmond, while the best known, perhaps, of all Washington monuments is the towering 555-foot National Monument (6) in the Nation's Capital.





Announcing .



The Ambassador Country Club, styled by Pinin Farina.

... THE 1953 *Nash Airflytes*



New Statesman 4-door sedan combines true luxury and spaciousness.

*"Today or Tomorrow, There's
None so New as Nash!"*

The truth of that slogan was dramatically borne out January 16 when the 1953 Ambassador and Statesman models were put on display in dealer showrooms throughout the country.

Featuring Pinin Farina's original continental styling and numerous mechanical advancements, the new models offer something excitingly new to the motoring world.

H. C. Doss, vice-president in charge of Nash sales, points out that horsepower of the 1953 Statesman engine has been increased more than 13 per cent, and that new Nash power steering is offered as an option for the first time in the Ambassador.

A new, luxurious custom hardtop convertible, the Country Club, is featured in both the Ambassador and Statesman series. These models, Farina's latest styling accomplish-

ment, provide both increased visibility and the open air advantages of conventional convertibles.

Four-door Sedans and 2-door Club Sedans in both Custom and Super series complete the Ambassador and Statesman lines for 1953.

Many major mechanical advancements are featured in the new Nash cars. The horsepower of the 1953 Nash Statesman "Powerflyte" engine has been increased from 88 to 100—resulting in higher top speed, 22 per cent greater acceleration, and with no sacrifice in traditional Nash Statesman economy.

The added horsepower in the six-cylinder L-head engine was gained by modifications which increased over-all engine efficiency without increasing displacement.

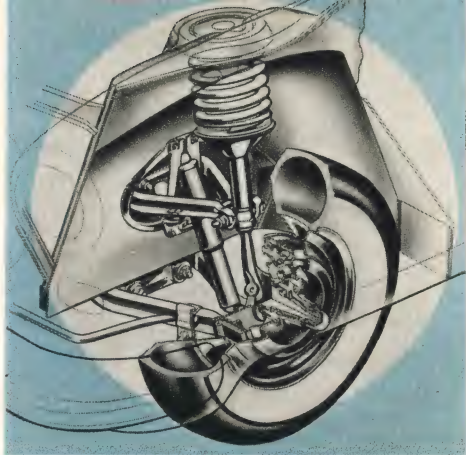
Among engineering changes in the "Powerflyte" engine are increased compression ratio from 7.0 to 1 to 7.45 to 1, a new double-barrel duo-flo carburetor, enlarged intake manifold passages, redesigned combus-

tion chambers, a new "highlift" camshaft and an improved exhaust system.

The 1958 Ambassador is powered by a high compression six-cylinder overhead valve engine developing 120 horsepower. Called the "Super Jetfire," this engine is designed to operate with a high degree of efficiency using regular gasoline.

The new LeMans Dual Jetfire Ambassador engine, offered as optional equipment, is a six-cylinder overhead valve engine, offering 140 horsepower at 4,000 rpm. Equipped with an aluminum cylinder head, it has a compression ratio of 8 to 1. Two side-draft carburetors work in conjunction with an oversized "Sealed - In Iso - Thermal" intake manifold. Like the Super Jetfire engine, its seven-bearing crankshaft is 100 per cent counterbalanced.

The LeMans Dual Jetfire engine powered the Nash-Healey sports car that took first place in its class and third among all entries in the 1952 LeMans, France, 24-hour sports car race. The Nash-Healey averaged 91.5 mph for 2,190 miles, with average speed of 99 mph on one lap and 140 mph on a straight-away.



"Airflex Suspension" provides greater riding comfort and handling ease.

Nash engineers say Nash power steering, optional equipment on Ambassador models, takes about 75 per cent of the effort out of steering, allows the driver to retain the "feel" of the car at all speeds under all road conditions, and gives positive directional control, even with hydraulic power off.

The new Nash models have an advanced type of independent front-end suspension called "Airflex Suspension," providing greater riding comfort and handling ease. Com-

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Verve and flair of true continental lines mark New Ambassador 2-door sedan.

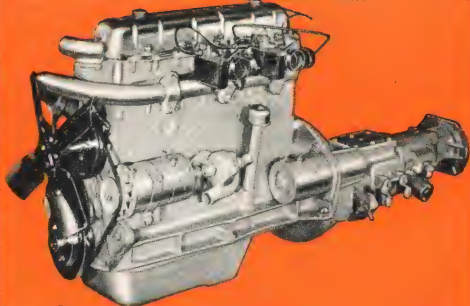


(continued from page 19)

bined with Nash power steering, this new suspension system provides a new standard of steering ease, stability and safety.

Dual-Range Hydra-Matic Drive and automatic overdrive are available on all 1953 Nash Ambassador and Statesman models as optional equipment. Syncromesh transmission is standard on both cars.

All 1953 Nash models feature Nash-pioneered "Airflyte" unitized body construction, used in modern trains and planes. The integrated body and frame are welded together to form a single unit, which Nash engineers say is stronger and more rigid. Airflyte construction also reduces body weight, contributing to the exceptional fuel and operating economy of Nash cars.

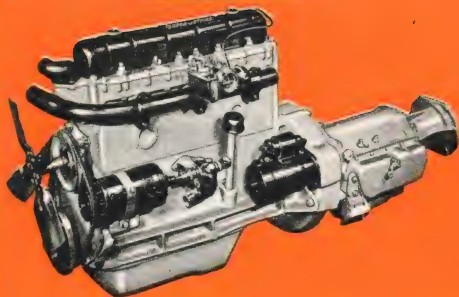


Custom-powered LeMans Dual Jetfire engine proved top performer in 24-hour LeMans race.

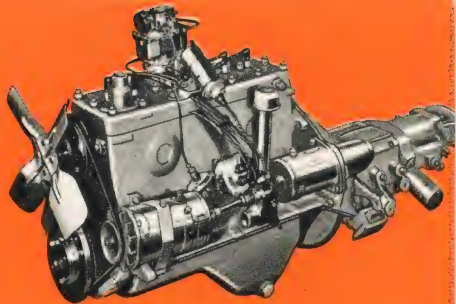
Unity and simplicity of design, characteristic of Farina styling, accents the length and sleekness of the new 1953 sedans and hardtop convertible models. Body lines flow gracefully from front to rear, and both front and rear fenders are fully enclosed. Bold wrap-around

Exclusive Nash convertible twin beds and "Airliner" reclining seats are optional.





New Ambassador is powered by "Super Jetfire" engine with 120 horsepower.



Statesman "Powerflyte" engine delivers greater passing acceleration with even greater economy.

ribbed bumpers are contoured to follow the outline of the fenders.

The 995-square-inch windshield is of one-piece construction, contoured both to the hood and fender line. The curved rear window of three-section design has an area of 1,008 square inches.

Door windows are framed with attractive aluminum extrusions, a unique construction principle developed by Nash. Side windows on Country Club models are permanently set in stainless steel frames.

Nash-developed door handles are of an exclusive "squeeze-type" de-

sign and lie nearly flush with the door panel.

The taillight assemblies are part of the extended rear fenders. The gas tank intake is concealed in the right taillight assembly, out of sight and in a protected position.

Many new exterior color combinations are offered in the 1953 line of Nash cars, including 27 solid and two-tone selections.

Beauty, exclusive features and economy are found in the new 1953 Nash Ambassador and Nash Statesman. And today or tomorrow, there's none so new as Nash!



New Nash Power Steering takes fully 75% of effort out of steering.

Large air scoop of Weather Eye extends full width of the hood





LET'S FIGHT TRANSPORTATION PARALYSIS!

New Roads Will Cost Billions, But We Pay More If We Don't Have Them

One unique American freedom, so common that we seldom give it a second thought, is the freedom to go places.

We think nothing of driving 10 miles to work, or 200 miles to eat Thanksgiving dinner, or 70 miles to see a football game or a thousand miles to see a National Park.

This ability to conquer distances has gone hand in hand with our ability to build more cars, and more roads on which to drive them, than any other nation in the world.

It is hard to imagine America without this freedom of movement.

And yet, we are losing it. In recent years, we have sat by complacently and watched it slipping away,

bit by bit.

We can still move, of course, but that's about all. As traffic congestion increases each year, it becomes more and more difficult for Americans to travel.

The reason for this creeping transportation paralysis is, paradoxically, our network of roads. Although we have the most extensive road system in the world, it has become so inadequate that it can no longer carry us safely from place to place at reasonable rates of speed.

Many highway experts agree that some cars on the road have more power and speed engineered into them than can be safely used — power that cajoles drivers to exces-

sive speeds and resultant dangers. This trend, combined with our inability to expand our highway system rapidly can affect our accident rate alarmingly. Adding fantastic horsepower to cars is simple—balancing the horsepower with the highways available, is more sensible.

Before World War II, highway building lagged far behind automobile progress; but since V-J Day, the gap between the two has broadened so rapidly that we now have only half the roads we need to accommodate our automobiles, trucks and buses.

While highway building has plod-

ded along at the same snail-like pre-war rate, more automobiles have been produced in the post-war years than in any comparable time period in the history of the industry.

No dull charts or statistics are needed to illustrate this obsolescence of our highway system.

Those of us who battle to and from the shop or office each day in a bumper-to-bumper traffic snarl are painfully familiar with the problem at first hand.

Those of us who participated in that great American dilemma last summer, the week-end traffic jam, know the meaning of congestion.

(continued on page 24)

More miles of old roads are rotting than are being replaced by new ones.



(continued from page 23)

Those of us who no longer shop on Saturday nights because of the parking problem realize that more than the "open road" is involved in the decadence of our present transport system.

These are but a few examples of the hundreds of driving irritations and delays that are curbing our freedom to go places.

The remedy for this crisis is bigger, better, wider roads—and lots of them.

Sure, roads cost money—and lots

of it. But let's see what it is costing us not to have good roads.

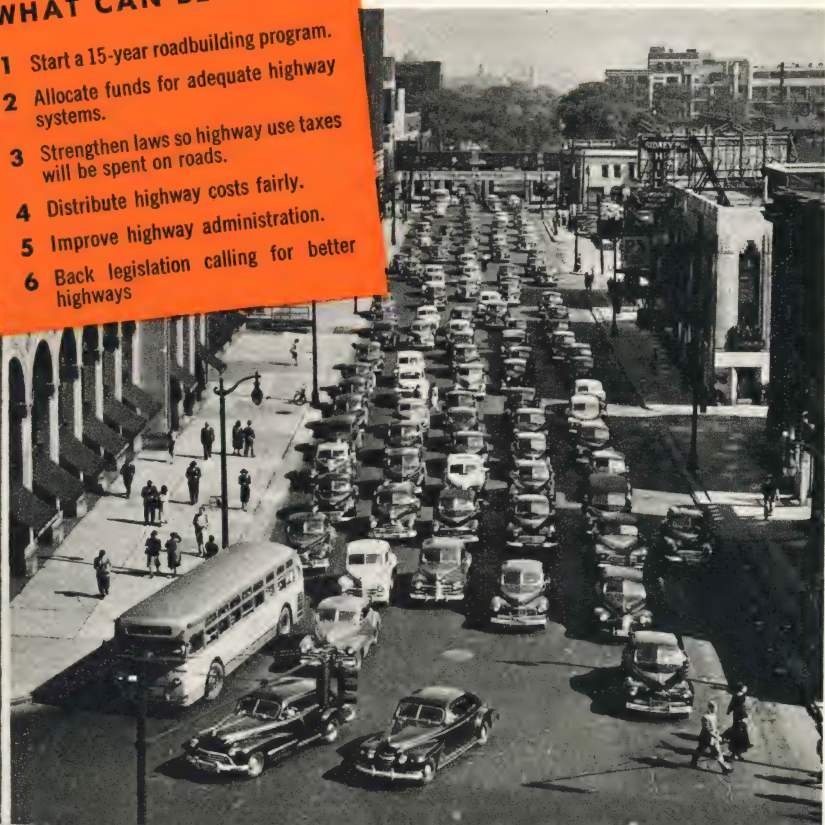
We are paying a huge economic price for the inefficiencies in our transport system. Billions are wasted through accidents, lost time, lost wages, medical expenses, dented fenders, soaring insurance rates, rising taxes on vehicles and gasoline and countless other items.

So it all boils down to this: We are paying for the roads whether we have them or not; and we pay more if we don't have them than if we do.

WHAT CAN BE DONE?

- 1 Start a 15-year roadbuilding program.
- 2 Allocate funds for adequate highway systems.
- 3 Strengthen laws so highway use taxes will be spent on roads.
- 4 Distribute highway costs fairly.
- 5 Improve highway administration.
- 6 Back legislation calling for better highways

As traffic congestion increases each year, it becomes more difficult to travel.



Hitchhiking Hen

who's



who

"I reckon I pet animals too much. Yes, sir, but I'm goin' to quit it. This is the last time a banty hen is going to take over my brand-new car."

That's Archie Yarbrough speaking. The car he's talking about is his new Nash Rambler Deliveryman. He bought it to haul himself and restaurant supplies between his home in Maryville, Tenn., and Archie's Grill in North Knoxville, about 25 miles away.

But he hadn't owned the Rambler more than a few days when the pint-sized chicken started laying eggs in the back end.

At first, Mr. Yarbrough just shooed her out and laid claim to each egg as fast as she laid it. But she tired of that and began to put up a squawk.

So Mr. Yarbrough fixed the bantam a paper carton in the back end of the car. Then he lined it with shredded newspaper and an old burlap bag. He added nine more eggs from the house to the one she'd laid that day.

When he left home to make the trip to his restaurant the next morn-

ing, he had the hen and 10 eggs as cargo. She stayed there all day, and he brought her water in a tin can and put her feed close by.

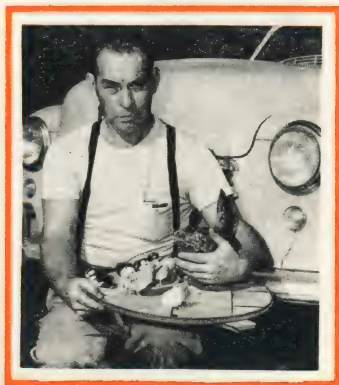
She rode home with him that night and made every trip he made for the next several days. She even went along when the Yarbrough family drove more than 100 miles over rough roads for a Sunday picnic.

Friends predicted that the eggs would never hatch—that the unavoidable hazards of daily travel would make it impossible.

But they did! The first broke out of the shell before Mr. Yarbrough left his home in Blount County early one morning. The next two broke out at his place of business in Knox County later that day. And the fourth was hatched back home that night.

The blessed events kept coming at regular intervals until the ninth was hatched while Mr. Yarbrough was going home the next night.

The tenth egg never did produce a chick. But that wasn't a bad average anyway—nine bantam chicks from 10 eggs.



If you have a favorite way of performing some ordinary household task, or have discovered a short cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Michigan.

HELPFUL

If you make a mistake of any kind while writing with ink, it can easily be erased by rubbing a little Clorox over the spot, which will disappear like magic.

*Mrs. T. E. Melcher
El Campo, Texas*

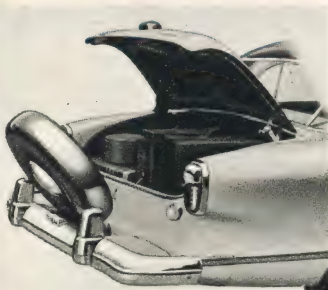
If your small fry object to drinking their milk, give 'em a small pitcher and let them pour their own.

*Mrs. Arthur Griffith
Granville, Ohio*

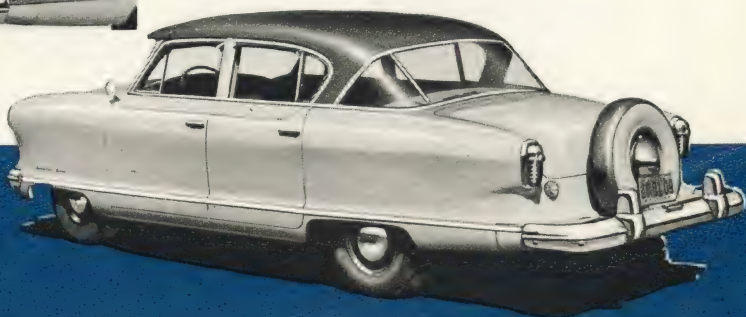
To give a white appearance to yellowed nylon garments, try bluing in the final rinse water.

*Mrs. Austin Coe
Devil's Lake N. Dak.*

SMART... AND PRACTICAL



For the 1953 Ambassador and Statesman, Nash again offers the Continental Tire Carrier . . . a smart and practical accessory that adds distinctiveness to the continental body styling of Pinin Farina. The tire mount is offered in solid colors and matching two-tone combinations to harmonize with body color selection. Now available.

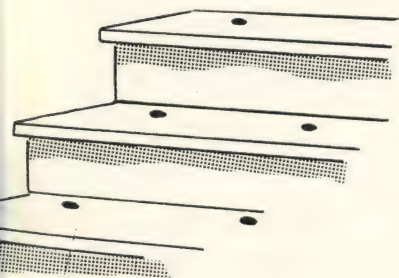


HINTS

FROM NASH OWNERS

To keep outside steps from rotting due to water or dampness, bore holes in the steps to drain the water and change the air under the steps so they can dry out faster.

*Irvin C. Alt
Kenmore, N.Y.*



Keep a piece of lemon in the bathroom as a wonderful bleaching aid for brown spots on the enamel that result from leaking faucet.

*Mrs. Delkus Leslie
Boonville, Ind.*

When making long-distance telephone calls, place an "hour-glass" egg-timer near your phone. It operates on a three-minute schedule, and will warn you exactly when your three minutes are up.

*Mrs. C. Cristiano
Harrison, N.Y.*

When you wrap gifts for the youngsters, make an extra big hit by gluing pennies on the ribbon you tie them with.

*Mrs. M. E. Clary
North Platte, Nebr.*

Cut pieces of felt from old hats to paste on the bottom of vases and bric-a-brac so that they do not scratch your best table.

*Mrs. Jane Bitzer
Rohrerstown, Pa.*

You can eliminate rust spots on steel by using a lead pencil, rubbing hard until rust disappears. The carbon in the lead will do the work.

*Howard Craft
Milwaukee, Wis.*

If your silver is tarnished, soak overnight in sour milk. In the morning, wash in warm, soapy water and your silver will be shining again.

*Mrs. Al Radinski
Longview, Texas*





Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

TWO'S NO COMPANY

While traveling along U.S. 83 in Southeastern Wisconsin on our vacation several years ago, my wife and I were attracted by this sign:

SWAG'S CORNER

Not Incorporated

Population 2

*Robert B. Loehner, Jr.
Arlington Heights, Ill.*

DEGRADING



I enclose a picture of a sign I saw on Mt. Ascutney in Vermont.

*Mrs. G. Arnold Wiley
Lincoln, Mass.*

DEHYDRATED EGGS?

Sign below hangs prominently over common dining room (mess) for officers and enlisted men in Arlington Farms Post of Fort Myers, Va.

CONSOLIDATED MESS

*David B. Levine
Washington, D.C.*

HOME FOLKS

The following sign was over the door of a cafe in Colorado:

Collar open, tie askew?

Come right on in,

We're that way, too!

*Mrs. Jerry Scott Fowler
Denton, Texas*

ON THEIR TOES

On U.S. 81 near San Marcus, Texas, the following signs were observed at the front of competitive car hop cafes:

The first: You Stop—We Hop
The second, about 300 feet further down the road:

You Toot—We Tote

*Dr. Joe E. Busby
Abilene, Texas*

KNOWS HIS JOINTS

A sign over a plumber's shop in Huntsville Ala.:

DO BUSINESS WITH US—
WE HAVE THE RIGHT
CONNECTIONS

*Mrs. John W. Semrad
Clarendon, Texas*

AD GLIB

In Wichita, Kan., the Miracle Sign Company has this slogan:

If it's a Sign—It's a Miracle!

*Miss Naomi Hittenmark
Denver, Colo.*

WHAT DEGREE?

Displayed by a grocer in Highland Park, Mich., was this sign:

EDUCATED EGGS FROM THE
WAYNE UNIVERSITY FARMS

*W. B. King
Detroit, Mich.*

MEWSIC

This sign appears on a service station in Kenosha, Wis.:

BUY KATT'S GAS AND HEAR
YOUR MOTOR PURR

*Mrs. C. Sykes
Kenosha, Wis.*

FEATHER BEDS

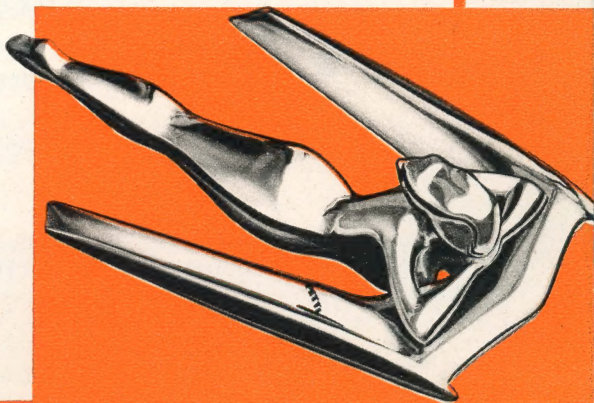


Passing through Decatur, Mich., I saw this sign.

*H. Earl Smalling
Grand Rapids, Mich.*

SHE'S A HONEY!

The new 1953 sparkling hood ornament . . . especially designed by the famous artist, George Petty, creator of the Petty Girl . . . will enhance the beauty of your Nash Airflyte hood and front end. The new hood ornament has wide and graceful wings that sweep back in the traditional Nash Flying Lady design. Each ornament bears the Petty signature.



SAVE TIRE WEAR!

Careful inspection of your tires for signs of excessive or irregular tire wear is one of the quickest and surest ways of spotting faulty front-end alignment or unbalanced wheels. Such conditions can shorten tire life by as much as 75 per cent.



- Smooth, effortless steering is closely related to correct front-end alignment and balanced wheels.
- Faulty front-end alignment may jeopardize your safety.
- Whatever the cause, we have the necessary equipment to help insure you safe and pleasant driving.



ARE YOUR TIRES WORN AT THE HEELS?

CORRECT WHEEL ALIGNMENT

- SAVES TIRE WEAR
- MAKES STEERING EASY
- ASSURES SAFER DRIVING



THE WORLD'S
MOST MODERN SERVICE

BRING YOUR *Nash* TO FOLKS WHO KNOW IT BEST

SEC. 34.66 P. L. & R.

U. S. POSTAGE

PAID

DETROIT, MICH.

Permit No. 5548

Howard E Kilborn
906 Bauman Ave
Austin Minn

FROM PINES TO PALMS

• Nature has a way of playing tricks this time of year. And the wise motorist will keep this in mind. For warm, sunny skies can suddenly give way — and do — to wintry blasts as the traveler goes from northern climes to southern warmth. Before you start on your winter vacation, come in and let us condition your car so you'll be prepared.



ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash